making available railway wagons for transportation of grains for distribution among drought-hit people of Rajasthan;

(b) if so, the details thereof and the reasons for not acceding to the request; and

(c) by when the wagons would be allotted to carry grains for the drought relief labourers in eleven districts of Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Yes, Sir. However, loading of Foodgrains, by the Railways, for different States in the country for Public Distribution System and other welfare schemes is done as per the programme given by Food Corporation of India (FCI). During the period April, 2003 to July, 2003, the programme given by FCI, and the loading done for Rajasthan has been as under:

(In Rakes)

Programme given by FCI		Loading done by Railways	
BG	MG	BG	MG
498	355	513	363

Dindigul-Sabrimala Rail line

2208. SHRI S.P.M. SYED KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the project of construction of Dindigul-Sabrimala new line has been dropped from the priority list due to the reason of negative rate of return;

(b) if so, the details of survey report thereof;

(c) on what basis a project is considered remunerative or unremunerative; and

(d) the standard procedures followed by the Railway in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) A survey for construction of Dindigul-Sabarimala new line had been completed in 1997. As per the survey report, cost of construction of 201 km. long line had been assessed as Rs. 750 crore with a negative rate of return. In view of heavy throwforward of ongoing project, un-remunerative nature of the proposal and constraint of resources, it has not been found feasible to consider this proposal.

(c) and (d) Normally, proposals for fresh investment are considered as financially justified, if it can be shown that the net gain, expected to be realized from a project, yields a return not less than 14% under Discounted Cash Flow method. The net financial gain, expected to accrue from a project, may be either by way of savings in expenditure or increase in the net earnings (*i.e.* gross earnings less working expenses), or a combination of both.

A.C. coaches in Mangala Express

2209. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether A.C. coaches in Mangla Express and Krishna Express are not cleaned on the way and remain without water;

(b) whether inspite of complaints in mid-June Mangla Express remained without water and toilets strewn with faeces; and

(c) if so, the action proposed against those responsible for the lapse and creating lot of trouble to public while travelling even in A.C. coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) All coaches of long distance trains including the AC coaches of Mangla Express and Krishna Express are carefully cleaned and watered at their base depot during primary maintenance before commencement of outward journey and at the secondary maintenance deopt at the other end before commencement of return journey. Also, arrangements have been made for watering and cleaning of toilets of these trains at nominated stations enroute which are:—

I. For **Mangla Express** (Ernakulum-Nizamuddin)

(i) Kankanadi on Southern Railway.